

ADVERTISEMENT

**YOUR
GROCER
WILL
DELIVER
YOU**

**White Rock
WATER**

**IN
ANY
QUANTITY**

**Red Tape Made
Afric a Target
For Submarines**

**Boat Forced to Halt at Port
Entrance, Within Quar-
ter of a Mile of Safety**

When the White Star liner *Afric* was
torpedoed off Plymouth on the morn-
ing of February 14, with the loss of
seventeen lives, safety was only a
quarter mile away.

The big vessel arrived off the har-
bor on the evening of the 13th. She
found its mouth blocked by red tape.
Plymouth was a closed port after
nightfall by order of the Admiralty.

The authorities said. They also di-
rected that the anchor stay outside and
wait for daylight before she entered.

So the 11,800-ton ship—the second
largest to go down during the U-boat
campaign—waited and was destroyed.

This is the story which officers of
the American liner *Finland* brought to
New York yesterday. It has never
been published in England, they said.

The censors will not permit it, for
the truth might give rise to an investi-
gation which would cause the court mar-
shal of the law-abiding officials of
Plymouth.

The *Afric* was a freighter. She was
slow and unwieldy, but she blundered
down from Liverpool to Plymouth on
February 13, without mishap. Her
good luck led her to the harbor mouth
and she departed there.

All night long she waited at anchor.
She was a fair mark for any submarine,
and she came swimming down at 2:30
in the morning, saw her and sank her.

At sunrise the next morning the port
of Plymouth was declared open again,
but only a scattered litter of drifted
boards where the *Afric* had waited.

The *Afric* was the property of the
Oceanic Steam Navigation Company, a
subsidiary of the White Star Line. Be-
fore the war she was in the Liverpool,
Cap Town and Australian service, but
when the conflict began she was com-
mandered by the British government.

She was essentially a freighter, but
she also carried accommodations for
the passengers—all second class. She
was completed in Belfast in 1899.

Before she was sunk, the last record
shows that she sailed from Cape Town
on December 4.

**Son of Mrs. Hoy
Demands Wilson
Punish Assassins**

**President Gets Cable Calling
on Him to Preserve Citi-
zens' Self-Respect**

Washington, Feb. 28.—President Wil-
son has received the following cable
message from Austin Y. Hoy, whose
mother and sister were lost when the
Laconia was torpedoed without warn-
ing by a German submarine:

"I am an American citizen, repre-
senting the Sullivan Machinery Com-
pany, of Chicago, living abroad, not
as an expatriate, but for the promotion
of American trade. I love the flag,
believing in its significance. My be-
loved mother and sister, passengers on
the *Laconia*, have been foully murdered
on the high seas."

"As an American citizen, outraged,
and as such fully within my rights,
and as an American son and brother
bereaved, I call upon my government
to preserve its citizens' self-respect and
have others of my countrymen from
such deep grief as I now feel. I am
of military age, able to fight. If my
country can use me against these
brutal assassins, I am at its call."

"If it stifles my manhood and my
nation's by remaining passive under
outrage, I shall seek a man's chance
under another flag."

Law Not Sunk by Austrians

Washington, Feb. 28.—It has been
officially established that the American
schooner *Lyman M. Law* was not sunk
by an Austro-Hungarian submarine. It
now is assumed that the submarine
must have been German or possibly
Turkish.

**Finland Docks;
Ran Blockade
With Lights Up**

**Final American Liner from
U-Boat Zone Completes
Fleet in Harbor**

**170 Passengers Aboard
Brings Report That Passen-
ger Service with England
Will Be Discontinued**

The *Finland*, with 170 passengers
aboard, docked in the blizzard yester-
day morning. She completes the fleet
of six vessels of the American Line
which are now all tied up at their
North River piers. She came from Liver-
pool through the U-boat zone, and
brilliantly illuminated all the way.

Among the passengers were Fred-
erick Hale, United States Senator-elect
from Maine, who has been spending a
month with the Allied armies on the
Western front; Lady Richard Welles-
ley, whose husband, a British army
officer, was recently killed on the West-
ern front; and Frank H. Simonds, of
The Tribune, who was a guest of the
French and British governments during
a two months' tour of inspection.

Dr. Henry van Dyke, former Ambassa-
dor to Holland, did not arrive, as at
the last minute he was detained in
London by important business. He is
expected on the White Star liner *Baltic*,
to arrive early next week.

The passengers described the re-
lief of the American Embassy in
London to give out information regard-
ing future sailings for New York, and
stated they had been informed unofficially
that passenger service between
England and New York would be dis-
continued for an indefinite period. P.
A. S. Franklin, president of the Ameri-
can Mercantile Marine Company, said
there was no foundation for the
report that service is to be discon-
tinued.

The White Star Line will continue
to book and carry passengers between
this port and Liverpool," he said, "and
no orders to the contrary have been
issued. The steamships *Baltic*, *Adriatic*
and *Lyman M. Law* will maintain their
regular passenger and freight service."

It was explained the Americans must
have misunderstood the Liverpool
agents, who probably referred to the
fact that the *Finland* would be the last
to "sail for some time," as all of the
American Line ships are now in New
York.

James F. Egan, of Philadelphia, and
Robert Wilson, of New York City, both
representing large American commer-
cial houses in England, said they were
refused information at the American
Embassy at London regarding the future
sailings of passenger vessels for
America. "I tried to go to Spain to
take the same steamer that Ambassador
Gerard intended taking, but was in-
formed that his sailing was indefinite,
and was advised not to go. I learned
afterward that it would have been im-
possible to go anyway, so I was glad
I would have had to cross the English
Channel."

"The new ruling states that all Ameri-
cans will henceforth be denied permis-
sion to go to the Continent on busi-
ness. They must return to New York
and take passage on a French liner, as
business is an insufficient reason for
obtaining the necessary visas on an
American passport."

Members of the *Finland's* crew told
of the arrest of two of their number on
the last voyage to Liverpool. Shortly
after arrival a squad of military police
came aboard and seized two stewards
for violating the defense of the realm
act, in carrying letters to post in Liver-
pool, thus evading the military censor.
They were sent to Brixton jail, London,
pending their trial.

Passengers said that the *Celtic*, of the
White Star Line, which was reported to
have struck a mine, and returned to
Liverpool in a sinking condition two
weeks ago, was anchored next to the
Finland at Liverpool.

**Lloyd George and Briand
Hope U. S. Will Enter War**

**Premiers Tell Senator-Elect Hale That American Troops
Would Be a Great Moral Stimulus—See Big Help
in U. S. Convoys and Credit**

The Allies earnestly hope that the
United States will enter the war.

The Premiers of France and Great
Britain expressed this opinion to
Frederick Hale, United States Senator-
elect from Maine, who returned yester-
day on the *Finland*, after a four
weeks' visit to London and Paris and
a week on the Western front.

"David Lloyd George, the British
Prime Minister, received me, and spoke
in the highest terms regarding the part
played by the United States," said Mr.
Hale. "It was shortly after diplomatic
relations were severed between the
United States and Germany. He said
that he earnestly hoped America would
go into the war, now that Count von
Bernstorff had been given his pass-
ports, especially because he wished
America to have a prominent part in
the peace negotiations."

Briand Sees Moral Stimulus

"Aristide Briand, the French Pre-
mier, speaking in behalf of his coun-
try, said that he echoed most heartily
the sentiments of Great Britain and
thought that America could accomplish
great things by her entry into the war.
"If America declares war against our
common enemy, she will afford a great
moral stimulus to the Allies, as well
as giving great practical aid," Briand
said.

"Although Premier Briand did not
say how America would be of practical
aid, the general feeling in both Eng-
land and France was that America
could accomplish great things by the
conveying of merchant vessels through
the submarine danger zone, furnishing
credit, and, especially, by sending even
a few American troops to the Western
front. The Stars and Stripes, flying on
the front, would be a crushing blow
to the Central Powers, it was felt.
The moral effect against Germany would
be incalculable."

"Both statesmen extended cordial in-
vitations to all Senators and Congress-
men to come abroad and visit the front,
that they may be able to shape their
opinions better and get the Allies' point
of view from across the water."

Believes Allies Will Win

"I feel confident in saying that the
United States would be equally as well
prepared now as Great Britain was
when she entered the war," Mr. Hale
continued.

"Will the Allies be victorious?"

"The British bulldog has set his jaws
on Germany, and nothing can pull him
off until the war is won. The spirit
of France is equally as fine, and equally
determined that there shall be no peace
without victory."

Senator Hale told his personal expe-
riences on the battle front. "I visited
the French front at Compiègne, not far
from Soissons, and the British front at
Ypres."

"At Ypres it was impossible to go
into the British trenches, which were
undergoing a violent bombardment.
Even in Ypres itself the shells were
passing continually overhead, which, to
say the least, was far from a comfort-
able feeling."

Stopped Under Shell Fire

"As our automobile was leaving
Ypres, going to the rear, the engine
became overheated and the water cool-
ing tank boiled over. There was noth-
ing to do but to stop in the middle of
the road, which was being shelled.
After three-quarters of an hour wait
we proceeded on our way, none the
worse for our experience, except rather
frightened."

"The shells the Germans were using
were of large calibre, and as they
passed above our heads they made a
ripping, tearing screech, which was
anything but comforting in that de-
serted town of ruins. Two weeks pre-
vious everyone had been ordered to the
rear as a German bombardment was
expected."

"While we were standing in the cen-
tral market place a convoy of British
wounded were brought in from the
first line trenches, where they had been
resisting the enemy's attack. Most of
them tried to smile, although they
were suffering intense pain, some even
asking for cigarettes."

All Are Confident

"Everywhere I found only the ut-
most confidence among officers and
men. There was no talk of peace with-
out a complete and crushing victory.
The British have enough shells and
guns to carry out any offensive they
may undertake. There was tremen-
dous activity on all sides, evidently in
preparation for a great offensive."

Senator Hale was then asked regard-
ing economic conditions in England
and France, and especially the effect
of the submarine war.

"As far as I was able to remem-
ber from personal observation and from actual
experience, I should say that the sub-
marine campaign had no appreciable
effect," he answered. "There is plenty
of food both in England and France,
and prices are so regulated that it is
within the means of all. In France
there is a noticeable shortage of coal,
which I understand will be remedied
soon by boatloads from Great Britain."

**Break With U. S. a Moral
Disaster for Germany**

Continued from page 1

pressing invitation, "Come back in
haki."

I think the reason for the general
feeling that America must come in,
so far as it exists in England, and
no one expressed it to me more
emphatically than Sir William Rob-
ertson, the chief of staff, was the
recognition of the seriousness of the
German submarine campaign. Far
more clearly than the French, the
British have perceived the deadly
menace of the submarine campaign
for the Allies, and, perceiving it, they
are satisfied that no respect for
American lives will deter the Ger-
mans from carrying their campaign
to the extreme limit.

I found no belief in Britain that it
would be possible for America to
organize, equip and transport armies
to the European front in time to
contribute to the decision, although,
again, it was the Prime Minister who
expressed the conviction that thou-
sands of American volunteers would
flock to the Allied cause and serve
either in British or French armies
under the American flag, but com-
manded—as to higher officers—by
the British or the French army
chiefs.

Where America Could Aid

What the British felt was possible
was that America would be able, by
seizing German shipping in Ameri-
can ports, to contribute to mitigating
the severity of the German subma-
rine blockade, and by giving the
Allies credit simplify and accelerate
the financing of the war. Some slight
help in the shape of convoys for mer-
chant ships sailing under the Ameri-
can flag, but carrying munitions and
foodstuffs, was also suggested.

But in the main I think London
has few illusions as to the material
benefits to flow from American par-
ticipation in the war, and there is a
profound suspicion that in some way
or other a method will be found by
the President to avoid coming in—
that is, effectively.

The simple truth is that the British
have put aside almost all the illu-
sions that they had in the earlier pe-
riod of the war. They do not expect
to starve the Germans to death, how-
ever much discomfort and privation
their blockade may cause. They no
longer expect that Germans will rise
against their own government and
welcome their enemies as liberators,
nor do they longer pin any faith to
the old ideas of Anglo-Saxon soli-
darity, however pleasant to them is
the sympathy and support of their
American friends.

Expects to Win by Fighting

England—Britain, the Empire—ex-
pects to win the war by fighting, by
killing Germans on the Western bat-
tlefront. She is making her prepara-
tions not for one but for several
years of war. If Russia, or Italy,
or even heroic France, whose con-
tribution and devotion find only praise
and admiration, are able to contrib-

ute much or little, so much the bet-
ter; if America joins, and contrib-
utes, still better. But these things
will be as they may be—the main
thing is for Britain to prepare to do
all that Britain can.

For every British subject the
American policy all through the war
remains incomprehensible. Submis-
sion to murder, to piratical blockade
in defiance of all international law—
these are things beyond the under-
standing of a seafaring nation. I
shall long remember the stark in-
credulity of every British subject
from the Prime Minister to the least
official person—"How can you sub-
mit to such piracy, to such murder,
to such humiliation?" These are the
questions on every lip!

Some Expect Longer War

And yet, I think, even in England,
the breaking off of relations with
Germany will remain a landmark in
the history of the war. All thought-
ful Englishmen at the front and
back of the front recognize that the
German is still strong, and I think
the best opinion in Britain is that
the present year will hardly see an
end of the struggle or bring that
peace with victory Britain means
to have.

Such being the case, there is bound
to be peace talk next autumn. There
is bound to be something akin to the
copperheadism of our own experience
in the Civil War. There are bound
to be some people, not a majority, not
an influential fraction, who will agi-
tate. Britain also has her Bryans.
And if such agitation found support
in new gestures from Washington
the task might be made harder for
these men who direct Britain's
policy and, backed by the solid, if
inarticulate, majority of the people,
mean to go forward.

Now that we have broken off rela-
tions with Germany and are submit-
ting to murder, to which we may con-
ceivably cease to submit in due
course of time, it is hardly likely that
our government will make any new
appeals to the Allies to stop fighting
the Germans—and thus, at the very
least, the peace question is well out
of the way. This is a solid gain.

One fear, I think, prevails fairly
generally in France and in Britain,
and that is lest our entrance into the
war should be followed by an em-
bargo upon munitions. Should this
come we might actually help Ger-
many to win the war by declaring
war upon her. Without our steel
France would be terribly, if not
fatally, crippled. An embargo upon

arms and munitions would seriously
injure Russia.

There are those who believe that
the German course was dictated by
this consideration, but I think they
are few. On the other hand, there
are not a few who are anxious lest
this thing happen, since it would
have such deplorable results.

I have said that Mr. Lloyd George
told both Senator Hale and myself
that he would welcome the entrance
of the United States into the war
and the appearance of the United
States in the council of the Allies. I
believe that M. Briand expressed the
same view to Mr. Hale, but I saw
the French Premier at an earlier
date and before relations were
broken off. Then he talked about
France and the peace proposals, and
I shall refer to his comments later,
when I come to discuss the question
of peace, as France and Britain dis-
cussed and dealt with it.

Welcome United States in Council

Despite all opposition—and there
would be opposition—I am satisfied
that America will be welcomed as an
ally in conference as in battle. I
am convinced that France and Brit-
ain, the liberal nations of the West
of Europe, would see in American
entrance a moral value, whatever the
material advantage might be, and I
am convinced that until that time
comes, if it comes, the policy of the
United States will remain incompre-
hensible to Britain and to France
and our isolation will increase in
proportion as our policy adheres to
a Chinese course.

As to the view of Americans in
Europe, I recall the all-sufficing com-
ment of one who had been in Paris
steadily since the invasion of Bel-
gium:

"It has been the first day when it has
been comfortable to meet my French
friends," he remarked on the Sun-
day when all Paris was talking of
the severance of diplomatic rela-
tions with Germany.

Moral Disaster for Germany

In sum, and I think this is by all
odds the most important aspect, the
severance of diplomatic relations
with Germany was a moral disaster
for Germany. It silenced the busy
if inconsiderable group of pacifists
in Britain and France. It gave new
determination to those men—the
millions quite as much as the few
leaders—who are determined to fight
the war to victory because they see
no other way to abolish German
"terribleness" and protect the gen-
erations which are to come from the
tragedy which Germany has brought
upon them.

"We have known over many long
and bitter months what Germany has
meant to the world, but even Ameri-
ca sees it now," so the masses of
Frenchmen and Britishers said. And

with this American act the last
thought of peace vanished. The de-
cision had already been made, but
the American action had the value of
an omen, of a sign. Herein lay its
chief injury for Germany. Even
America, in spite of all her efforts,
could not live on terms of amity with
Germany—and this very greatness
of the effort magnified the impor-
tance of the result.

U-Boat Killed Serb General

Nice, Feb. 28.—The family of the
Serbian general Ilija Gorkovitch, who
are living here, were officially in-
formed yesterday that the general lost
his life when the Italian transport
Minas was torpedoed on February 15.
The Serbian colonels Dragoutin, Dou-
litch and Milan Ristitch perished at
the same time.



**Once when a great
newspaper protested!**

It was all over the use of a phrase!

A number of prominent New York stores,
attracted by the magic of the Hand-Tailored
idea in Men's Clothes, paid it the compliment
of adoption.

Then the great newspaper referred to pro-
tested and the irregularity ceased.

But no deception was intended by the stores
in question—they could claim immunity on
the ground that human hands enter even into
the making of men's machine-made clothes.

But they made the mistake of confusing a
phrase with a principle.

We do not use the Phrase *Hand-Tailored*
because it sounds well, but because it is true.

Spring Suits and Topcoats, \$25 to \$50

HAND TAILORED
at the price of those that are not

Men's Clothing Shop—8 West 38th Street
A Separate Shop on the Street Level

Franklin Simon & Co.

Clothing Furnishings Shoes
FIFTH AVENUE

A Guarantee

YOU want just one thing in the clothes you buy;
if you get that, it's enough. You want to be
satisfied with them.

A "guarantee" doesn't mean much unless it means
that; and when we "guarantee" our clothes, that's what
it means.

We use none but all-wool fabrics; the best of other
materials; skilled craftsmanship; we design styles to
express the good, new fashion-ideas; we make models
to fit all sizes and shapes of men. And we guarantee
satisfaction.

Every merchant who sells our clothes is authorized
to make such a guarantee, and make good on it; it
covers everything about clothes that may satisfy or
dissatisfy; fabrics, fit, colors, tailoring, value for the
price. There are no reservations or exceptions.

Look for the label

Our label in the clothes is the signature to this guarantee; be
sure to see it before you buy. If it isn't there, the clothes
are not ours. A small thing to look for, a big thing to find.

Hart Schaffner & Marx

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50c and \$1.00

A well assorted stock—exclusive
effects that are in demand by
many who recognize the unusual.

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